

@NC_By_Train
ncbytrain.org

NCDOT Rail Division

The Rail Report



September 2016

“Game-changing” Carolina Connector Intermodal Terminal to be built in Rocky Mount

Governor Pat McCrory announced July 19 that Rocky Mount was selected as the site for CSX's Carolina Connector Intermodal Terminal (CCX). This infrastructure project will bring jobs and economic opportunity to eastern North Carolina and position the state as a hub for enhanced freight movement. Building the facility is expected to create

250 to 300 short-term jobs in engineering, technical services and construction. Operation of the terminal will provide 149 CSX jobs by 2025 and 236 jobs in 2035. CCX will directly employ 149 workers at salaries averaging \$64,047 per year. Currently, the average annual wage in Edgecombe County is \$32,725.

CSX conservatively estimates that the hub and trucking activity back and forth to the facility is expected to create 1,500 jobs in North Carolina. NCDOT's studies used comparisons with similar intermodal facilities to estimate the intermodal hub facility in Rocky Mount will create between 8,000 and 20,000 indirect and induced jobs in the state.

“This historic project is part of our 25-year vision for transportation because it facilitates efficient and cost-effective movement of goods, which is critical for job creation and economic growth,” said Governor McCrory. “The Carolina Connector will be a game-changer for our state's economy, supporting North Carolina's agriculture, ports and position as the Southeast's No. 1 state for manufacturing jobs.”

CSX will invest \$160 million in the project. In North Carolina, CSX maintains an intermodal terminal in Charlotte, bulk transfer terminals in Charlotte, Raleigh, Wilmington and Winston-Salem and major rail yards in Hamlet and Rocky Mount.

Intermodal hubs improve efficiency in distributing containerized goods, primarily consumer and household products, from the point of production to retailers and consumers. CCX will transfer containerized cargo between trains and trucks, and serve as a



Governor Pat McCrory makes CCX announcement to a crowd of 400, along with (l to r) NC Commerce Secretary John Skvarla, NCDOT Secretary Nick Tennyson, CSX President Clarence W. Gooden, CSX Chairman and CEO Michael J. Ward, NC Wesleyan College President Dewey Clark, Edgecombe County Commission Chairman Leonard Wiggins, Rocky Mount Mayor David Combs and Carolinas Gateway Partnership CEO Norris Tolson.

hub for intermodal train movements, providing North Carolina direct access to all domestic markets and ports on the CSX system.

Transporting goods by rail offers numerous benefits including reduced truck traffic and wear and tear on highways, improved air quality and highway safety, and more environmentally-friendly and cost effective movement

of freight. One intermodal train can carry the load of 280 trucks.

“The close proximity of Rocky Mount to CSX's main north-south line, I-95 and the future I-87 corridor, as well as convenient access to the Raleigh economic center made this an ideal location for a regional transportation hub,” N.C. Transportation Secretary Nick Tennyson said. “This project builds on the investments we have made in our rail system, our ports and other infrastructure to help us meet growing logistics demands and improve the movement of goods throughout North Carolina.”

North Carolina's Transportation Department will contribute \$100 million for track improvements as well as terminal infrastructure through the state's new transportation funding formula (Strategic Transportation Investments), which Governor McCrory championed to take the politics out of transportation planning.

The intermodal terminal hub and associated track improvements are expected to be completed and open in 2020. Carolinas Gateway Partnership, the local economic development organization, controls nearly all of the land needed for the facility, which is located along CSX's main rail line in a primarily industrial area.

Many partners were involved in the development of this project including North Carolina's Transportation, Commerce, and Revenue departments as well as the Economic Development Partnership of N.C., Edgecombe County, the Carolinas Gateway Partnership and North Carolina Wesleyan College.

For more information on the project, [click here](#).

New Direct Intermodal Rail Service to Connect Port of Wilmington and Charlotte

Governor Pat McCrory joined officials from the N.C. Transportation Department and CSX Corporation on July 19 at the Port of Wilmington to announce the debut of the new Queen City Express, an intermodal rail service between the Port of Wilmington and CSX's intermodal terminal in Charlotte.

"The Queen City Express will be the only direct freight rail service into the Greater Charlotte area from a port in North Carolina," Governor McCrory said. "The introduction of this new service will facilitate the efficient, cost-effective movement of goods between the global marketplace and one of the most significant economic centers in the southeastern United States."

CSX will eventually provide direct access from the Port of Wilmington to the Carolina Connector intermodal terminal (CCX) in Edgecombe County that Governor McCrory announced earlier in the day.

"The introduction of the Queen City Express fulfills a critical part of Governor McCrory's 25-year vision for transportation in North Carolina by strengthening freight movement throughout the state," Transportation Secretary Nick Tennyson said. "Enhancing North Carolina's rail service will decrease transportation costs for businesses and provide numerous statewide economic and environmental benefits."

CCX, along with the Queen City Express, will lower transportation costs for businesses while taking long-distance trucks off the road. Transporting goods by rail will reduce congestion and wear and tear on the state's highways, as well as improve safety and air quality. One intermodal train can eliminate as many as 280 trucks from the highway.

"CSX is proud to partner with the State of North Carolina to bring the Carolina Connector to Eastern North Carolina which will provide cheaper, faster and more environmentally-friendly connections for North Carolina's businesses and ports to domestic and international markets," said CSX Chairman and Chief Executive Officer, Michael J. Ward. "This critical infrastructure project will create jobs and spur economic development in the region, positioning Eastern North



Governor Pat McCrory announces the Queen City Express between the Port of Wilmington and CSX's Intermodal Terminal in Charlotte. NC Ports Authority Executive Director Paul Cozza, CSX Chairman and CEO Michael J. Ward and NCDOT Secretary Nick Tennyson were also on hand for the announcement.

Carolina as a transportation and logistics hub in the south."

"The return of intermodal rail to the Port of Wilmington expands our reach into an under-served market," said NC Ports Authority Executive Director Paul J. Cozza. "The Queen City Express will provide premier rail service over competing ports for existing and future container customers."

According to a recent North Carolina Ports survey, 90 percent of customers need intermodal service. The Port of Wilmington continues to see growth in containers and infrastructure, and recently welcomed its largest-ever container ship. To further expand the port's capabilities, the North Carolina State Ports Authority is moving forward with a \$100 million investment in infrastructure improvements including new cranes, an enhanced berth and a wider turning basin, with further expansion on the way. The state budget signed by Governor McCrory includes \$70 million over two years for modernization at the state ports.



2016 – North Carolina State Fair

Fall is just around the corner and so is the North Carolina State Fair. For 21 years, NC By Train and Amtrak have provided a special stop at the state fair. Fairgoers can take the Carolinian, which will make two stops daily beginning October 14 and continuing through October 23, and arrive across the street from the fair. Tickets are now available and enter station code NSF for this special stop.

Visit www.ncbytrain.org for more information. Some restrictions may apply.



Ridership & Revenue on NC's Amtrak Service – *June 2016 vs. 2015

	RIDERSHIP			REVENUE		
	2016	2015	% +/-	2016	2015	% +/-
Piedmont	10,458	11,033	-5%	\$215,521	\$223,053	-3%
Carolinian	25,933	23,775	9%	\$1,684,878	\$1,589,602	6%

1,130



Hours Volunteered by N.C. Train Hosts in June, supporting NC ByTrain onboard and at events.

June 2016 service modifications and annulments impacted twelve Piedmont trains and four Carolinian trains. On June 6, June 20, and June 27, all Piedmont trains were annulled; on June 20, Carolinian trains operated only between Raleigh and New York; and on June 27, Carolinian Train 80 operated between Raleigh and New York and Train 79 between New York and Greensboro. Annulments accommodated PIP project structure and track work. Additional disruptions for PIP project work will continue to occur as necessary through completion of the project. Average gasoline prices were \$0.34/gallon lower in June 2016 than in June 2015 (EIA Weekly Retail Gasoline for Lower Atlantic region).

Rail Division Retirements

Dan Havener, PE, Project Engineer, retired on August 1, 2016 after more than 15 years with the State of North Carolina. Dan began his career with NCDOT on the Training program before settling with Roadway Design. After nine years with the department he left NCDOT to work with the construction industry for twenty-eight years.

In May of 2010, Dan returned to NCDOT, to work with the Rail Division. He has been an integral member of the Engineering Coordination & Safety Branch, closing 36 at-grade rail crossings and lending his construction expertise to the ARRA program. We wish Dan the best in his retirement.



Rail Director Paul Worley, Dan Havener and Engineering Coordination and Safety Manager Jahmal Pullen

Ken Turrentine, Crossing Inventory Engineer, retired on August 1, 2016 after nearly 16 years with the Rail Division. Ken has been with Rail Division since October of 2000, beginning as a Crossing Inventory Technician and advancing to the position of Crossing Inventory Engineer. After beginning his career in the US Army, Ken managed construction, renovation and maintenance projects at Nortel Networks, Serrine and project oversight with NCDOT Bridge Maintenance. His talents and expertise were utilized through special projects for the Rail Division, including design and construction management of parking areas and office facilities at Capital Yard. We wish Ken the best in his retirement.



Rail Data Analysis & Crossing Inventory Manager Drew Thomas, Ken Turrentine and wife, Debbie

Marc L. Hamel, Rail Project Development and Environmental Engineer, retired on August 1, 2016 after 30 years with the State of North Carolina. Marc worked part-time at the NC State Ports Authority in the summers while pursuing his Civil Engineering degree at NCSU.

After graduation, he worked as a Transportation Engineer at NCSU. In 1988, he transferred to NCDOT Planning and Research Branch. He moved to Project Planning in 1990 doing NEPA environmental work. In 1998, he joined the Rail Division, and eventually rose to Rail Project Development and Environmental Manager. His remaining 18 years flew by and provided Marc with great job satisfaction seeing rail improvements throughout the state. We wish Marc the best in his retirement.



Marc Hamel and Rail Director Paul Worley

Station Attendant Retirement

Sarah Taylor, Station Attendant Team Leader at the Kannapolis Train Station, recently retired. Sarah began working at the Kannapolis

Station in April 2000 where she was a station host. As the Train Station Attendant Program grew, Sarah became Team Leader of the attendants who worked at that station. She has been an asset to passenger train service in North Carolina, assisting passengers at the station, working with the train hosts as well as Amtrak staff. We would like to say thank you, Sarah Taylor, for your many years of dedicated service. We wish you the best in your retirement.



Amtrak's American View Car Offers Unique View of Rail Improvement Projects

On July 26, 27 and 28 state and railroad officials had an opportunity to see the Raleigh-Charlotte Piedmont Improvement Program projects first hand and from the railroad perspective onboard Amtrak's American View theater car. Rail Division staff was on board to brief passengers in detail on the projects, which are part of an ongoing initiative to improve safety and enhance efficiency along the state's rail corridor.

Among the passengers were N.C. Transportation Secretary Nick Tennyson and N.C. Commerce Secretary John Skvarla.

"This unique train car offers a first-hand look at the investments we are making in our state's rail system," said Secretary Tennyson. "These projects will make train travel safer and more reliable while supporting economic growth in the region."

From their seats on the theater car, passengers got an unparalleled view of the improvements, including new bridges that will separate tracks from vehicle traffic, parallel or second track, and new passing

sidings, which allow freight and passenger trains to pass each other so they can keep on schedule. Twenty-three public railroad crossings are being eliminated, reducing the potential for train and vehicle collisions. Projects are scheduled to be complete by 2017.

Once complete, the program will also add two passenger-train round trips between Raleigh and Charlotte, bringing the total to five round trips daily.

On July 29, as the American View traveled back to Washington, DC, officials were able to review the site for the Carolina Connector intermodal hub and three newly installed "universal crossover" control points in Rocky Mount, Enfield and south of Weldon. The crossover tracks improve efficiency on the railroad by providing locations for trains to switch from one track to another so faster trains can maneuver around slower trains. The crossovers were funded by FRA grants.



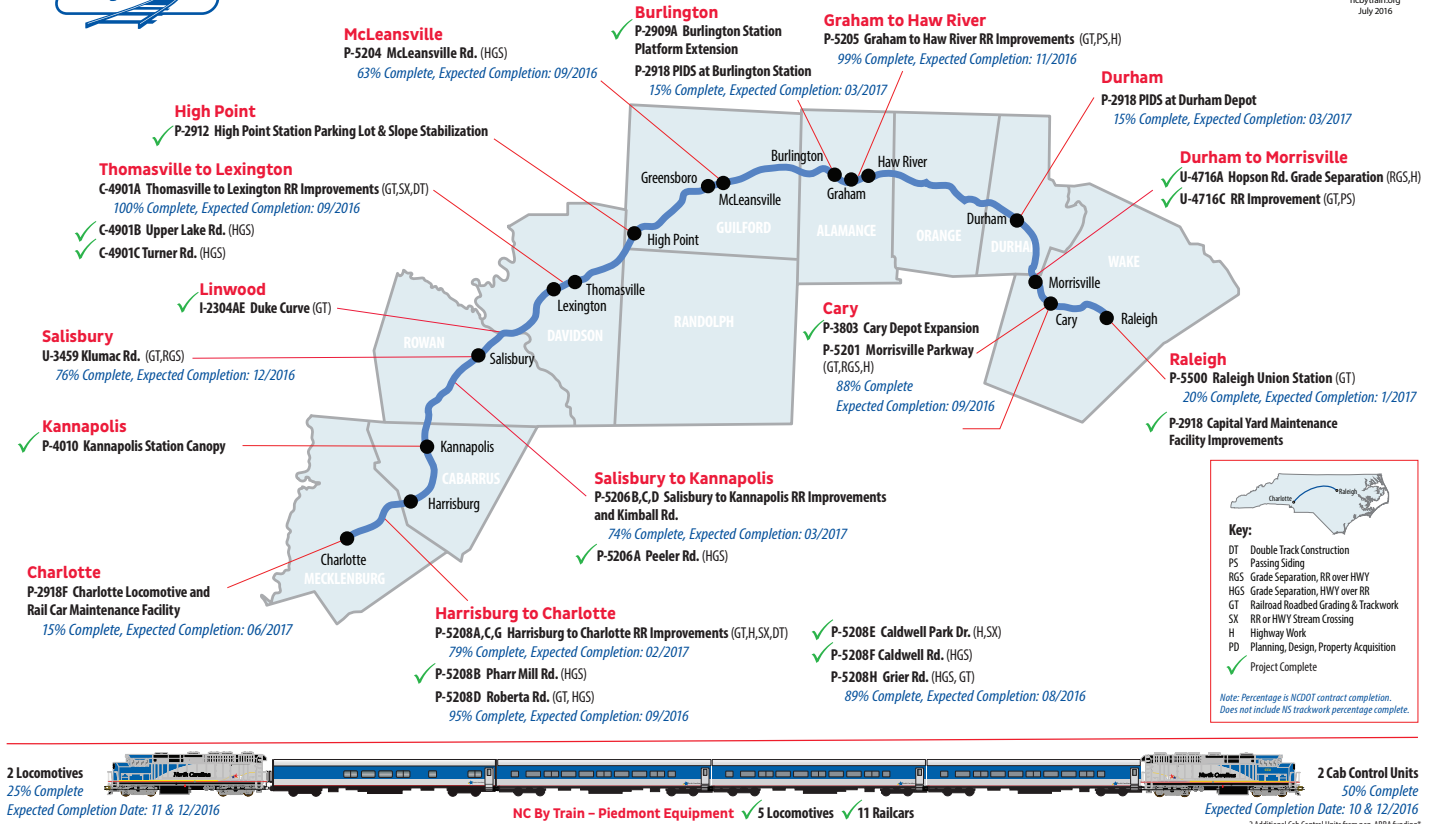
Rail Division Manager of Design & Construction Jason Orthner provides project details during the trip.



Piedmont Improvement Program – July 2016 Status Report



ncdot.gov/projects/piip
ncbytrain.org
July 2016



Spent to Date of \$520M (eff. 7/31/2016)

Component	Expenditure
PD&A/ROW	\$52,166,729
Equipment Procurement & Rebuild	\$31,002,586
Stations & Facilities	\$45,901,338
Track & Structures	\$285,222,568
CRISP	\$2,180,376
Program Totals	\$416,473,597

Eight new contracts totaling \$617,882 were awarded in July.

Commitments to Date of \$520M (eff. 7/31/2016)

Current Commitments	\$471M
Pending Commitments	Anticipated Date \$42.7M
Charlotte Maintenance Facility Construction	8/16 \$33M
PIDS Construction	8/16 \$1.5M
PD&A	Through '16 \$8.2M
Balance	\$6.3M

Transportation Officials Hold Ribbon Cutting for Durham Rail Project

State transportation officials gathered in Durham on July 12 to celebrate the completion the railroad bridge over Hopson Road and a 3.3 mile passing track between McCrimmon Parkway in Morrisville and I-40 in Durham.

Construction of the grade separation and passing track began in 2013, and was designed to improve road safety and speed up train travel by eliminating railroad crossings at Hopson Road and Church Street. A bridge wide enough to accommodate any future widening of Hopson Road was also built to carry train tracks over the road, replacing the existing street level crossing.



Former Deputy Secretary for Transit David King, Rail Division Manager of Design & Construction Jason Orthner, Rail Division Director Paul Worley, NCRR President Scott Saylor, NCDOT Secretary Nick Tennyson, Senator Mike Woodard, NCRR VP Engineering Jim Kessler

Piedmont Improvement Program – Project Photos – July 2016



P-5500 Raleigh Union Station construction



P-5201 Morrisville Parkway, paving



P-5201 Morrisville Parkway, retaining wall



P-5205 Graham to Haw River Passing Siding, siding track construction



P-5204 McLeansville Road, road and bridge construction

Piedmont Improvement Program – Project Photos – July 2016



C-4901 Bowers to Lake, track construction



U-3459 Klumac Road, roadway paving



P-5206 Reid to North Kannapolis, track construction



P-5206 Reid to North Kannapolis, 22nd Street roadway construction



P-5208 Haydock to Junker, Coddle Creek, bridge construction



P-5208 Haydock to Junker, Roberta Road bridge construction